

DIAGRAM OF HAWKER'S PLANE, WITH ITS PILOT AND NAVIGATOR

never tested in flight, may have failed just as a similar set did by burning out during a trial trip.

Capt. Raynham inquired several times during the night for news of his rival and expressed the hope that Hawker and Grieve would attain their objective.

The pilot of the Martinsyde machine and his navigator, Capt. C. W. F. Morgan, sustained painful injuries when their plane was wrecked yesterday in an attempt to take the air in answer to Hawker's challenge to join in the flight. Capt. Raynham was able to drive his automobile away from his hangar, but Capt. Morgan was more seriously injured, his face bearing three deep cuts which required several stitches to close.

A successful flight by Hawker will not mark the last of the transatlantic attempts to be made from this port. Vice Admiral Mark Kerr before returning last night to Harbor Grace, where the giant Handley-Page planes are being assembled, said that his expedition would make the trip in the interests of science if denied the chance to be the first.

HAWKER STARTED IN WEATHER THAT DETERRED HIM BEFORE

Martinsyde Plane Out of Race After Wreck in Attempting "Hop."

ST. JOHN'S, N. F., May 18.—The Martinsyde plane, which crashed in an effort to get away on the transatlantic flight on the heels of the Sopwith yesterday, is practically a wreck. Examination of the damage to-day showed that the machine is out of the running for the transatlantic prize.

Frederick Raynham and Major Morgan, its handlers, were slightly injured when the Martinsyde took a nose dive after jumping ten feet from the uneven turf in an effort to start. Harry Hawker, the Australian pilot, and his navigator, Lieut. Commander Mackenzie Grieve of the British navy, shot away into the east on their transatlantic attempt at 1:51 P. M. (New York time) Sunday. For six weeks Hawker and Grieve had been waiting for favorable weather. The conditions yesterday were not better than they have been frequently during that six weeks, but Hawker was determined to start and make an eleventh hour dash to beat the American seaplanes to Europe.

Half an hour before jumping off, the Sopwith was rolled out upon the field. Less than 50 persons witnessed the getaway. Hawker carefully examined the machine. Then he and Grieve chatted a few minutes with their friends, shook hands and climbed to their seats. They talked in low tones, then Hawker gave the signal, raising a white handkerchief to his face.

The engine started with a roar, and the little machine went bounding down the field. It bounded and wobbled 200 yards, then rose splendidly, turned eastward at an altitude of about 500 feet and rushed seaward, steadily climbing.

Rapidly dwindling, the plane hummed high over the camp of the Martinsyde people, who were making vigorous efforts to get started and make it a race.

When he had passed the shore line, Hawker touched an automatic re-

lease and the entire running gear of his machine tumbled into the sea. A shout went up from the little knot of spectators at this sight. It meant Hawker was definitely committed to his desperate enterprise. He could not come down without smashing his machine, or plunging it into the water. Morgan and Raynham saw the running gear drop, and made more haste to get started. Shortly afterward their plane was a wreck. Five minutes after the Sopwith panned the shore line it dwindled from sight of the waters on Signal Hill, 600 feet above sea level.

LISBON READY TO WELCOME NC-4 ON ARRIVAL THERE

Portuguese Planes Will Meet American Machine at Sea and Escort It In.

LISBON, May 18.—Word of the departure from the Azores of the NC-4 is eagerly awaited and a vigil will be maintained along the entire coast as soon as the seaplane gets under way. Portuguese hydroplanes will meet the machine at sea and sirens in the harbor will spread the news throughout the capital as soon as it is sighted. All high officials of the Government, members of the diplomatic corps and other distinguished personages will witness the arrival aboard the cruiser Rochester.

A reception will be held aboard the Rochester for the aviators. The Apulio Nuncio will give thanks for their safety. A banquet is being arranged by the Aero Club of Portugal. The Portuguese Government will decorate the flyers with one of the highest orders of the republic.



COMMANDER BELLINGER'S STORY OF WRECK OF NC-1

Forced by Fog to Descend, He and the Crew Drifted for Five Hours Before Rescue.

HOUMA, May 18 (Associated Press).—The crew of the NC-1 was picked up by the steamer Ionia Saturday afternoon, after they had been tossed about in the water for five hours in their damaged plane. All the members were fatigued and suffering from seasickness when picked up. The plane is almost a total wreck.

Lieut. Commander P. N. L. Bellinger, the commander of the NC-1, gave out the following statement to-day: "The NC-1 was the last plane to take the air at Tropasey, doing so at 10:10 P. M. Friday (Greenwich time). We proceeded on the course, being guided by the smoke and searchlights from the destroyers and the star shells they sent up. After passing most of the station ships, we did not meet with any trouble until we got into fog at 11:10 A. M. Saturday, when we were near Station 18. After being in the fog for some time we alighted on the water at 1:10 P. M. Saturday.

"We kept to our course until we struck the fog when we lost our bearings. We deemed it advisable to head into the wind toward land to get our bearings before proceeding. We were then flying about 3,000 feet up. We dropped to fifty feet in order to sight water and found that the wind was in a different direction on the surface of the water than it was above and also that the fog was more dense at the lower altitude.

"We made a good landing on the sea which was rough and choppy with heavy swells. The strong wind continued until we were picked up.

"At 6 P. M. (Greenwich time) we sighted the masts of the Ionia on its way to Fayal and Gibraltar above the horizon. We were unable to see the hull of the Ionia and as she did not have wireless we were unable to communicate with her. We, therefore, started taxing toward her.

COMMANDER TOWERS' WIFE SHOWING KEEN ANXIETY AS SHE WAITS NEWS OF FLYER

Finds Little Assurance in Unofficial Reports About Rescue by U. S. Warship.

(Special to The Evening World.) WASHINGTON, May 18.—With deep emotion in her voice, Mrs. John H. Towers, wife of Lieut. Commander Towers of the NC-3, manifested the keen anxiety she is beginning to feel over the safety of her husband, when seen by an Evening World representative this morning at her home.

"I have had no word through the Navy Department that would indicate my husband and his crew have been found," she said as the tears gathered in her eyes. "I do not feel any assurance from the unofficial reports that the NC-3 had been rescued by the crew of the cruiser Columbia, because I am afraid this report grows out of the rescue of the NC-1 by the Columbia. The reports of stormy weather off the Azores also are very disturbing. I can only hope for the best."

Mrs. Towers kept an all night vigil, prepared to receive good or bad news over the telephone from the Navy Department.

The wife of the daring young naval aviator was formerly Miss Lily Carstairs of Philadelphia. They were married while Towers was an assistant naval attaché at London in 1915 and they have one child.

CHALONER AS TRIAL OPENS CRITICIZES ART PATRONS

Tells of Relationship to Astor and Stuyvesant Families and Reviews Education.

"New York art patrons are not all they are cracked up to be," said John Armstrong Chaloner at the opening this afternoon of his \$100,000 libel suit against the New York Evening Post, following the decision by Judge Hand that he was mentally competent to testify.

Chaloner first told of his relationship to the Astor and Stuyvesant families and reviewed his education from the age of five.

He then spoke of the Chaloner Prize Foundation which he established and it was in this connection that he criticized New York art patrons.

Proceeding to his experiences previous to his incarceration, Chaloner said Dr. Starr, an alienist, posing as an oculist, had used as testimony against him things which he had said and done while in a trance.

ELEVEN FAMILIES EVICTED AS RESULT OF RENT STRIKE

Eleven families were evicted to-day from the apartment houses at No. 622 to 636 East 128th Street, where a rent strike is in progress. Furniture was piled nearly a story high in front of the buildings. Only one family had arranged this afternoon to have a van remove its belongings.

Other strikers are arranging to shelter the evicted tenants. Mattresses are being placed on floors and the evicted families will sleep in other apartments in the buildings. The apartments are owned by Mrs. Rose Rudinsky, who charges the tenants are trying to institute a soviet rule in her house.

WILSON TELLS WOMEN HE CAN'T CHANGE TREATY

Telegraphs His Sympathy to Zurich Conference, but Says Difficulties Bar Modification.

ZURICH, May 18.—Miss Jane Addams of Chicago yesterday read at the Women's International Conference for Permanent Peace in session here a reply to an address sent to President Wilson at Paris relative to modification of the terms of peace. Mr. Wilson wrote:

"Your message appeals both to my intellect and heart and I sincerely desire that means may be found to comply with it, although the prospects are far from reassuring because of the immense practical difficulties."

Answering a suggestion by British delegates that the American delegation at the Peace Conference secure her appointment as a member of the Council of the League of Nations, Miss Addams said: "Such a scheme cannot be realized, for in America at the present day none is more detested than the pacifist."

DEMILITARIZATION DISCUSSED BY WILSON AND PERSHING

Gen. Bliss Returns to Paris From Inspection of the Rhine District.

PARIS, May 18.—Gen. Tasker H. Bliss, American representative on the Supreme War Council, returned to Paris to-day from an inspection of the Rhine district.

Details of the final demilitarization of the American expeditionary force were discussed to-day by Gen. Pershing and President Wilson. The American Commander-in-Chief took luncheon with the President at the Executive's Paris residence.

Renewal of the American headquarters at Chaumont is already under way.

BASES HOPE IN ALIENIST TO FREE WRIGHT OF MURDER

RIVERHEAD, L. I., May 18.—The trial of William W. Wright for first degree murder, opened to-day before Justice J. Addison Young in the Suffolk County Supreme Court. Wright, who is sixty-five years old, and a well known Brooklyn detective, is charged with shooting and killing Smith W. Conklin, a wealthy real estate dealer, in the latter's office in Patchogue, on Jan. 29. Wright is said to have later attempted suicide by shooting.

Judge Young granted permission to Rowland Miles, attorney, to retain Dr. Smith Ely Jelliffe, of No. 44 West 56th Street, Manhattan, to continue his examinations of the defendant. In a report, Dr. Jelliffe says "Wright was in such a mental condition at the time of the crime that he did not know the nature or quality of the act he was doing, or know that it was right or wrong."

Half of the 200 talesmen summoned were excused before the court opened.

R. A. Cholmeley-Jones New War Risk Head.

WASHINGTON, May 18.—R. A. Cholmeley-Jones, until recently a Colonel in the army's war risk insurance section in France and formerly a New York business man, to-day became director of the War Risk Insurance Bureau, succeeding Colonel Henry D. Lindsay, who retired after charging the treasury with interference in details of bureau management.

Swift & Company's sales of beef in New York City for the week ending Saturday, May 17, averaged 100,000 pounds. Domestic beef, 22.08 cents per pound.—Adv.



HAWKER USES TYPE OF PLANE THAT WON BRITISH VICTORIES

It's a Two-Seated Sopwith, Equipped With a Rolls Royce Engine of 375 Horse Power.

The machine in which Harry G. Hawker, the Australian aviator, started across the Atlantic with Lieut. Commander Mackenzie Grieve, R. N., as navigator, is a Sopwith of the type with which the British gained most of their success in fighting on the Western front.

It is a two-seated airplane, equipped with a Rolls-Royce Eagle engine of 375 horse power, less than that of one of the four Liberty motors with which the NC boats were equipped.

The machine made its first flight April 10, when it was taken at an altitude of 4,000 feet over the city of St. John's, and stayed in the air about half an hour.

The capacity of the fuel tanks was 350 gallons when fully loaded and the tanks were constructed with a view to providing buoyancy for the plane when emptied. In the event that Hawker had to alight on the water, if compelled to descend with the fuel tanks full, Hawker planned to pump gasoline out and float until rescued.

Otherwise, he said, the machine could last in the sea only a few hours. Another feature of the Sopwith was the detachable undercarriage with which it was equipped. This the pilot intended to drop while at sea to lighten his machine and enable him to reach greater altitude if desirable.

This feat it was planned to accomplish when about 100 miles at sea. If done it meant that the machine could not alight either on land or water without "crashing." One "crash" would mean the end of the transatlantic flight for Hawker.

The machine carried a receiving wireless set, enabling the aviators to pick up signals from ships at sea and in that way aid them in calculating their course, their navigating equipment being admittedly far inferior to those carried on the NC boats.

For navigation, Lieut. Commander Grieve said, he would rely almost entirely on sextant and compass, the instruments used on steamers and sailing ships.

The sextant, he said, cannot be depended upon to give precise results when the horizon is made uncertain by the altitude of the plane. He said that he and Hawker hoped to make out with it the best they could, with such chance aid as they might get from ships.

When Hawker announced six weeks ago that he was ready to start at the first favorable opportunity for the \$50,000 prize offered by the London Daily Mail for a transatlantic flight, the Newfoundland Postmaster General gave Hawker a pouch containing despatches to King George.

DIED.

BLACK, WILLIAM. CAMPBELL FUNERAL CHURCH SERVICES. Broadway, 66th st., Monday, 2 o'clock.

PERSONETTE, SOPHIA. SERVICES AT THE CAMPBELL FUNERAL CHURCH, Broadway and 66th st., Sunday, 2:30 o'clock.

LOST, FOUND AND REWARDS.

LOST—Aldred, male, brown, with black on back; strayed or stolen from 119 E. 41st st.; pure black horse collar; \$50 reward offered for return to 119 E. 41st.

LOST—Fig sign pocketbook, containing several checks, a Liberty bond and Emergency Fleet Corporation identification card. Liberal reward to find. Marshall, 10 Broadway, Room 902, N. Y.

HELP WANTED—MALE. MORA HOSPITAL, Good pay, steady job. As day Room 218-E, 50 Church st.

FRIENDS WAIT TO GREET HAWKER AT BROOKLANDS

Flyer's Wife and Daughter Among Throng Flocking to English Landing Site.

BROOKLANDS, Englad, May 19 (Associated Press).—The reports received this afternoon that Harry G. Hawker, who flew from Newfoundland yesterday in his Sopwith airplane, had been sighted off Ireland were received with the greatest enthusiasm here, where the Sopwith headquarters are located.

So confident were Hawker's friends that he would succeed in his transatlantic flight that as soon as his departure was announced arrangements were made for his reception.

Mrs. Hawker, wife of the aviator, and her daughter, were among the many who came to Brooklands this afternoon in anticipation of welcoming him, as it was known to Mrs. Hawker that her husband intended to make directly for the Brooklands airfield if he found it possible.

Bobby says—

POST TOASTIES

make glad smiles around the family table. Most delicious corn flakes ever known.

PENNY A POUND PROFIT CANDY

Trade Mark

Special for Monday, May 19

CHOCOLATE COVERED IN SUGAR PRINCE—A surprisingly good and varied assortment of Chocolate covered sweets, resembling a direct of centres so great that we cannot be specific in our descriptions. Every piece in the box possesses a distinct flavor. SPECIAL FOR MONDAY. POUND BOX 25c

Special for Tuesday, May 20

CHOCOLATE COVERED ALMOND NUGGET—Chocolate Almond Nugget in itself is a delicacy of incomparable goodness, but when encased in a crisp shell of our rich, fragrant, velvety chocolate it stands out as a masterpiece of the art to entice and please. SPECIAL FOR TUESDAY. POUND BOX 25c

Other Monday Attractions

BUTTER PEANUT BRITTLE—Just one peep into the box containing these big crackly slabs of golden brittle, chockful of fresh roasted Virginia Peanuts, a delicious combination that will tempt the sweet tooth of any candy lover. POUND BOX 34c

MILK CHOCOLATE COVERED MARASchino CHERRIES—If you saw these big crimson beauties, you'd be sure to risk your neck to get them. The cherries are dipped in luscious cream and blanketed with our rich, velvety chocolate. SPECIAL FOR MONDAY. POUND BOX 64c

For exact location see telephone directory. The specified weight includes the container.

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Every drop pure, uniformly quick-burning and packed with power.

See Friday's issue of The New York Evening World for a list of dealers who display the Socony Sign.

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The sign of a reliable dealer and the world's best Gasoline